

THE OMAHA DAILY BEE

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MARCH CIRCULATION. 51,641. State of Nebraska, County of Douglas, ss. Dwight Williams, circulation manager of The Bee Publishing company, being duly sworn, says that average daily circulation for the month of March, 1914, was 51,641.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

Clothes may not make the man, but they do the tailor.

Today's the day throughout Nebraska towns and villages. Wet or dry?

Every little hold-up now will be charged to the stragglers from the Kelley army.

It is apparently a tossup down in Mexico as to whether the American or the Spaniard is hated most.

Gees, but the jolliest joke in all this regional bank business is that St. Paul goes into Minneapolis' territory.

Determined not to be too far outdone by China, Britons are now talking about a federal system of their own.

When that dry order becomes effective in our navy it will be "Water, water everywhere, but not a drop to drink."

An evangelist holding the boards here is taking a fall out of the tango. Not the only fall, however, traced to the same source.

"Would you have a senator sacrifice his convictions and principles for political favor?" shrieks the senator's paper. It is to laugh!

Someone suggests that our household servants be called domestic engineers. Not so bad, since they are already in charge of the steam rollers.

If it is to be a really dry navy henceforth and forever, then we take it no more good champagne will be wasted on battleship launching ceremonies.

On the map the route Villa is to take from Torreon to Mexico City looks as easy as rolling off a log. But making the trip is likely to be at the risk of several breakdowns and a few blowouts.

While the president may not, as he says, fully realize even yet that he is president, cities in those states having democratic senators antagonistic to the administration have no difficulty realizing it.

It is a funny thing that two members of the cabinet could trot around the country and discover so many trade currents which hard-headed business men living in the respective communities never dreamed existed.

It is announced that bond issues to the amount of \$9,000,000 are involved in today's Chicago city election. Omaha voted bonds for \$3,250,000 a couple of years ago without even making a noise about it.

Congressman Maguire wants it known that his selection of a postmaster for Lincoln is his only choice. Yes, but that is not the vital question. Is it also Secretary Bryan's choice? If not, the congressman may have to make another guess.

The first minister to the United States from the new Chinese republic comes to us wearing clothes just like other people. Pretty soon the dress parade of the diplomatic corps will not be distinguishable to the observer from any other social assemblage.

The new Board of Education met and organized with E. K. Long as president and Charles Conroy as secretary. The report of the committee on school sites disclosed that offers had been made of lots on Twenty-sixth and Dodge at \$2,500, another on Twenty-seventh and Farnam at \$1,900 and another at Thirtieth and Farnam at \$3,500.

Dennis Fitzpatrick has been awarded the contract for putting in the heating apparatus in the new court house, his bid being \$11,000.

G. W. Holdrege, assistant general manager of the B. & M., and Thomas Miller, general freight agent, went to Atchison to meet General Manager T. J. Potter.

The Third Congressional society of Omaha has been incorporated with these officers: A. N. Ferguson, president; M. F. Sears, treasurer; M. F. Board, clerk; William Morrison, J. R. Evans and James Trell, trustees.

Curbing and gutting was commenced today on Twelfth street between Farnam and Harney.

A. G. Besson of Lincoln is registered at the Paxton.

Lee Estelle, one of Blair's prominent attorneys, and his wife are guests at the Millard.

Daniel Kaulstien has been employed by the Board of Public Works as inspector of the curbing and gutting work just begun.

Canal Tolls—Panama and Suez.

HASTING, Ia., April 5.—To the Editor of The Bee: An answer to the following questions would enlighten many: Are the provisions of the treaties regulating the tolls of the Suez canal and the Panama canal identical?

Is it true that the British government owns or controls the Suez canal, and that it charges all ships alike and then rebates all or part of the toll to English ships?

The convention of Constantinople signed on October 28, 1888, for the free navigation of the Suez canal reads:

The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules on terms of entire equality, so that there shall be no discrimination against any such nation, or its citizens or subjects, in respect of the conditions of charges of traffic, or otherwise. Such conditions and charges of traffic shall be just and equitable.

That clause which governs the tolls in the Suez canal was lifted word for word from the Constantinople convention by the makers of the Hay-Pauncefote treaty, and obtains today.

Theoretically, the Suez canal is a neutral international highway. Actually, it is a British short-cut to India and Australia. To all practical purposes the Suez is just as much British in control as the Panama is American.

The Suez canal was built by France, but British subjects secured ownership of the majority interests in 1875. In this connection let it be noted that British administrators, backed by a British army, rule Egypt, through which the canal passes, and that Gibraltar, Malta, Aden and Cyprus, British strongholds, with the powerful British fleet, close Suez in war to any anti-British power.

British-owned vessels pay tolls, but receive rebates or subsidies from the government. Great Britain collects tolls from the ships of every other nation using the canal, and most of these ships receive subsidies from their respective governments in amount sufficient to cover the tolls. Sweden, Austria and Russia go so far as to specify that these grants are made for no other purpose than to rebate tolls.

Our New Chinese Minister. In Mr. H. K. Shah the United States receives as its minister from China an immediate product of the new era in that land of ancient pagan imperialism. He comes both with western clothing and form of name, a citizen of the new dispensation, a prophecy visualized and fulfilled. It means much, both for China and America. It is another notice to the world of the solid intimacies growing up between the two countries. The United States has been especially fortunate in the personnel of its Chinese diplomatic representatives; we shall never cease feeling both tickled and grateful for the cordial relations we were permitted to form with the unique Wu Ting-fang, but we have still larger reason for felicitation now, for Mr. Shah's coming marks the permanency of an influence that was only beginning to show itself in the advanced evidences during Wu's first ministry.

With all his lively interest and activity in our affairs, Dr. Wu never forsook the habits and habiliments of ancient China. He did not even part with his queue until he returned to the orient the last time. While, therefore, his influence contributed generally toward the goal of the new day, transplanting many an American idea in Chinese soil, it is yet quite a step forward from Wu Ting-fang to H. K. Shah.

This man comes as the product and exponent of western civilization in the far east. He was a part of that power that participated in that stupendous overturn of political government at Peking, one of the most sublime dramas in all history. The sublimity of it to us is that we can perceive the mark of our own influence in it and that we occupy the position today of the biggest and best friend to this colossal infant in the household of representative government.

War On the Star Chamber. Despite the solemn warnings and injunctions of "The New Freedom" against running the government in secret, the president and his party followers have left it for political opponents to declare war on the star chamber system in the senate. Nine or ten members of that body, not one of them a democrat, have fired the first gun, which they declare will be followed by such a bombardment as will effectually destroy the old battlements and compel the transaction of public business in the open, where the public can look on just as President Wilson's "The New Freedom" says must be done:

The right methods are those of public discussion; the methods of leadership open and above board, not cloistered with "boards or guardians" or anybody else, but brought out under the sky, where honest eyes can look upon them and honest ears can judge of them.

As leaving no doubt that Mr. Wilson had legislation in mind in this chapter on "Let There Be Light," let us continue:

Unfortunately, the whole process of law-making in America is a very obscure one. There is no highway of legislation, but there are many byways. Parties are not organized in such a way in our legislatures as to make any one group of men avowedly responsible for the course of legislation. The whole process of discussion, if any discussion at all takes place, is private and shut away from public scrutiny and knowledge.

And yet this same thing, condemned by Mr. Wilson before his election as president, goes merrily on under his administration with a party majority abjectly subject to his control in both branches of congress. Just why the president has not cracked his ferrule on the knuckles of the bad boys in the senate and stopped this naughty work instead of leaving it for republicans to do is, we presume, as the Irishman says, "A question of your own asking."

It is suggested that free canal tolls for coastwise ships would correspond with the land grant subsidies given to the transcontinental railroads. Well, does anyone in this part of the country regret what the government did to aid in the construction of the Pacific railway? We would want nothing better than a guaranty that free tolls would build up an American merchant marine in which we could take as much pride as we do in the land grant railroads, and incidentally which would pay back dividends to the whole people in equivalent measure.

The devotion of the democrats to reform is again exemplified by the refusal of members of the house to stand for any diminution of their mileage grab at the rate of 20 cents a mile, the rate fixed when it really cost about 20 cents a mile to travel as against 3 or 4 cents a mile today. Charity may begin at home, but not economy.

Problems of Cities.

By an order from the Board of Health forbidding bathing in the waters of New York harbor within the greater city the metropolis and adjacent cities are sharply reminded of the growing peril of polluted rivers. The Hudson river is utilized as a gigantic open sewer by all communities along its banks. New York itself doubles the upriver pollution, and the vast mass of polluted water, churned back and forth by harbor tides and traffic is a swelling menace to public health. Remedial measures cannot be deferred much longer, or the crime of offending communities will inflict its own punishment.

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